

REMARKS/ARGUMENTS

Claims 8 to 10, 14 and 15 have been rejected under 35 U.S.C. 102(b) as being anticipated by Klein et al. (FR 2810708 A1). Claims 8 to 10, 14 and 15 have been rejected under 35 U.S.C. 102(b) as being anticipated by Basso (FR 2807481 A1). Claims 8 to 15 have been rejected under 35 U.S.C. 102(b) as being anticipated by Rispeter et al. (US 4,966,270).

Claim 8 has been amended.

Reconsideration of the application based on the following is respectfully requested.

35 U.S.C. 102(b) Rejections

Claims 8 to 10, 14 and 15 have been rejected under 35 U.S.C. 102(b) as being anticipated by Klein et al. (FR 2810708 A1).

Klein et al. shows an automobile transmission and torque converter that comprises two friction clutch units, each controlling separate gearbox primary shafts, controlled by single clutch stop sliding on primary shaft. The two shafts are coaxially mounted and the first clutch unit is built around the second clutch unit. The two clutch units are composed of friction clutches controlled respectively by a single clutch stop sliding on one of the primary shafts. See, e.g. Abstract and Figure of Klein.

Claim 8 now recites: A twin-clutch system for a transmission, comprising:
at least two clutches;
a clutch cover mounted at each one of the at least two clutches;
at least one clutch-release system arranged to actuate the at least two clutches;
the at least one clutch-release system being secured to at least one of the clutch covers,
and;
a fastening member for coupling the clutch covers to one another, the fastening member coupling the clutch covers to one another and spacing the clutch covers from one another.

It is respectfully submitted that Klein does not teach or disclose “a fastening member for coupling the clutch covers to one another, the fastening member coupling the clutch covers to one another and spacing the clutch covers from one another” as claimed. As can be seen in the figure of Klein, fastening member 20 does not space the clutch covers from one another.

Withdrawal of the rejection to claim 8 and its dependent claims under 35 U.S.C. § 102(b) as being anticipated by Klein et al. thus is respectfully requested.

Claims 8 to 10, 14 and 15 have been rejected under 35 U.S.C. 102(b) as being anticipated by Basso (FR 2807481 A1).

Basso shows a clutch assembly that comprises a clutch plate (49) integral in rotation with the inertia wheel (11), two discs (40,41) placed either side of the plate and mounted integral in rotation with two primary shafts (2,3). Two pushing elements (42,43) can press the discs against the plate and are actuated by two diaphragms (44,45) integral in rotation with the wheel (11). See, e.g. Abstract and Figure 1 of Basso.

It is respectfully submitted that Basso does not teach or disclose “a fastening member for coupling the clutch covers to one another, the fastening member coupling the clutch covers to one another and spacing the clutch covers from one another” as claimed in claim 8. As can be seen in Figure 1 of Basso, fastening member 14 does not space clutch covers 46 and 47 from one another. Element 49 is not a fastening member.

Withdrawal of the rejection to claim 8 and its dependent claims under 35 U.S.C. § 102(b) as being anticipated by Basso thus is respectfully requested.

Claims 8 to 15 have been rejected under 35 U.S.C. 102(b) as being anticipated by Rispeter et al. (US 4,966,270).

Rispeter et al. shows a “hydraulically operated double clutch for a motor vehicle is used for the alternating coupling of a central shaft and a hollow shaft, which is concentric to this central shaft, of a speed change gear with the clutch housing driven by the engine output shaft.” See, e.g. Abstract of Rispeter. “By means of six through bolts 8 distributed over the circumference as well as hexagon socket screws 9, 10, the casing part 2, the lateral plate 4, 6 and the cover plates 5, 7 are screwed together to form a compact clutch housing 1.” See col. 2, lines 48 to 53 and Figures 2 and 4 of Rispeter.

It is respectfully submitted that Rispeter does not teach or disclose “a fastening member for coupling the clutch covers to one another, the fastening member coupling the clutch covers to one another and spacing the clutch covers from one another” as claimed in claim 8. As can be seen in Figures 2 and 4 of Rispeter, bolt 8 does not space any clutch covers from each other. Casing part 2 is not a fastening member.

Withdrawal of the rejection to claim 8 and its dependent claims under 35 U.S.C. § 102(b) as being anticipated by Rispeter et al. thus is respectfully requested.

With further respect to claim 13, which recites “wherein each receiving section comprises an annular groove”, bolt 8 of Rispeter does not include a receiving section that comprises an annular groove, as claimed.

CONCLUSION

The present application is respectfully submitted as being in condition for allowance and applicants respectfully request such action.

If any additional fees are deemed to be due at this time, the Assistant Commissioner is authorized to charge payment of the same to Deposit Account No. 50-0552.

Respectfully submitted,

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